Southern Pacific BULLETIN

FEBRUARY 1966

'SUPER' GRAVITY YARD
See page 3



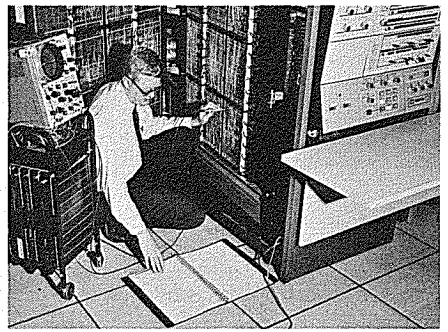
WHAT'S NEW?

• SP will add more than 2,800 wide-door cars to its fleet in 1966, bringing its total ownership of these cars to about 35,000, an increase of 70 percent since 1959 and representing 10 per cent of the industry's total supply. The 1966 additions will include 1,700 new wide-door cars. In addition, doors will be widened on 1,100 older cars. More than 5,250 older single-door cars have been converted into cars with 10-foot doors since the program was initiated in May, 1963, with all the work being done at the Sacramento General Shops. Currently, an average of 11 cars a day are being converted there. The cars are being given enthusiastic use by shippers on our lines. The three Sacramento carmen on the back cover of this issue shown setting a new yellow-striped door in place on the 5,250th car in this program are, l-r, Virgil Mays, Guy Minor and T. E. Smith.

• Recently completed: a new terminal building in Austin, Texas, providing office space for Traffic Dept. personnel, trainmaster, local freight agent, roadmaster, mechanical foremen, claims agent and members of their staffs. The 3,700-square-foot prefabricated steel building is fully air-conditioned.

• Planned for the near future: a new PMT terminal at Tucson, Ariz., located in a new industrial park area southeast of PMT's present congested downtown location. The warehouse will provide loading spots for 40 trucks, and the office area will also accommodate local SP Pipe Lines personnel. Adjacent to the terminal building will be shop and fueling facilities.

• Work is moving forward on SP's $20 million "real time" TOPS computer system, first elements of which are scheduled to go into operation in 1967. A special task force of more than 100 analysts is engaged full time in designing, programming and implementing the system, which will pool information on every car, locomotive and train on SP lines, gathering it from various sources, keeping it constantly up-to-date, and making it almost instantly available to all who need it.



A smaller model of the TOPS computer, to be used for testing TOPS programs during the next 18 months, was installed in the San Francisco General Office Building's air conditioned, 7,000-square-foot computer center on January 24. The computer contains 128,000 positions of core "memory." Associated equipment includes a print-out unit capable of printing nearly 150,000 characters per minute and eight disc storage units, each of which can store 7.25 million characters.

Shown in the picture at left is Brad Kidder, IBM customer engineer, who is checking out some of the components of the computer.

COVER

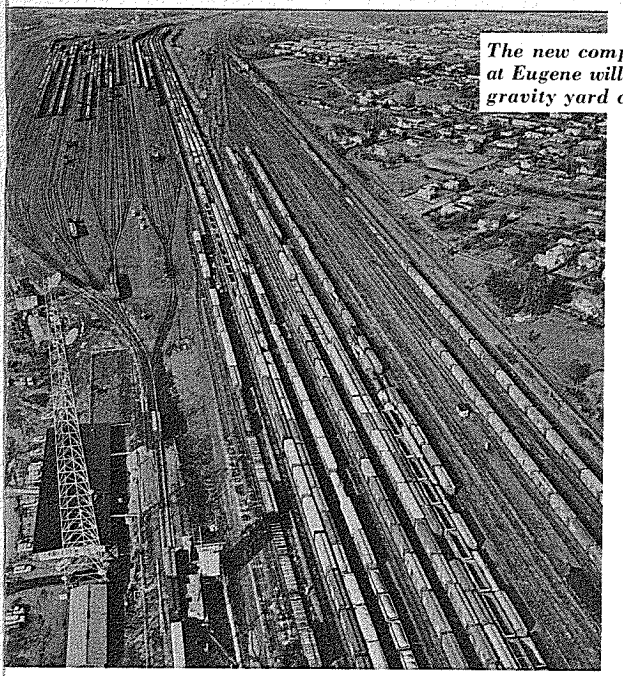
Yard lights gleam on the side of this Southern Pacific freight being readied at Roseville Yard, Calif., for the long pull over the Sierra. Photo is by Richard Steinheimer.

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The new computer system being installed at Eugene will make it the most advanced gravity yard on any railroad in the U.S.

Classification tracks appear at upper left in this aerial view of Eugene Yard.

'Super' Gravity Yard

FREIGHT CARS rolling over the crest of SP's big gravity yard at Eugene, Oregon, will soon be classified by the most sophisticated system in use on any railroad in the United States.

The heart of the new system—scheduled to be in operation by mid-July—is an advanced "digital" type of computer that will not only direct a given car to its proper classification track, but will control its rolling speed from the moment it leaves the crest until it couples gently with other cars being assembled in the bowl.

It will also "remember" information about the cars it classifies, and — on request — produce a list of the cars on any given bowl track or in any train being assembled for outbound movement.

The scientifically-controlled system is expected to greatly reduce damage in the switching process due to over-speed coupling. Its radar "eyes" will be unaffected by fog or other adverse weather conditions. And its information-gathering capabilities will help yard forces provide faster and more efficient service for SP customers.

Here's what will happen when a typical train enters Eugene Yard a few months hence:

• Punched cards — one for each car in the train — will be prepared before the train arrives, using advance consist data received at Eugene by microwave. A code symbol for one of the yard's 32 classification tracks will be added to each card, based on the car's destination.

When the train comes into view, yard personnel — using closed-circuit television — will make certain that the cards are arranged in the same sequence as the cars in the train.

• The train will be moved to the crest of the gravity yard by a yard crew for classification — often within minutes after its arrival.

• The cards (corresponding to the cars in the train) will be inserted into a card reader connected to the computer, thus starting the switching operation.

• As the cars are uncoupled on the crest by a switchman and begin to roll by gravity down toward the classification tracks in

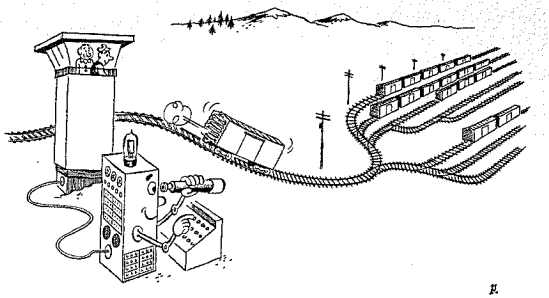
the bowl, the computer will take over, making use of the data on the cards. It will set the route each car or group of cars must follow to reach the correct classification track, and it will "tell" the automatic switches to align themselves properly for the move.

• As they roll, the cars will be weighed automatically. The computer will take into account their weight category (light, medium or heavy) and their rolling resistance on both straight and curved track as measured by radar equipment. It will also be programmed to make provision for such variables as wind, temperature and track condition.

It will use a complex mathematical equation developed through an SP-sponsored study of freight car rolling resistance to "predict" how fast each car will roll.

Named for its developer, Dr. R. M. Hermes of Stanford Research Institute, the Hermes equation expresses the relationship between a car's rolling resistance and its speed up to 20 miles an hour. Other yards use a fixed value for rolling resistance. The Eugene installation will be the first in the United States to use this equation. It will help make possible far more precise control of coupling speed.

• Based on its "prediction" of the car's rolling characteristics, the computer will "tell" the compressed air activated retarders how much pressure to exert on the car's wheels. The car's speed will be monitored while on the retarders. Should it start to roll faster or slower than the speed pre-selected by the computer, radar units will inform the computer, which will, in turn, "tell" the retarders to increase or decrease pressure.



The computer, heart of Eugene Yard's new car classification system, will — in effect — "look" down the track to see how far a car must travel before coupling with other cars on the track, then it will "tell" the retarders how fast to release the car for safe coupling.

Signalman G. E. Shank works on installation of track-fullness indicator at Eugene Yard.



• When the car reaches the final retarder on its particular route, the computer will, in effect, "look" down the track to see how far the car must travel before coupling with the other cars being assembled on the track. Then it will calculate the amount of "squeeze" needed to permit the car to leave the retarder at just the right speed to roll the necessary distance and make a safe, gentle coupling.

• Automatic equipment will keep a continuous check of the number of cars on each track, thus enabling the computer to determine how much empty space a car must cover before reaching the other cars. This car count will also register on the system's control panel, so that yard personnel can see how many car spaces are left on each track.

• While the cars are being classified, the computer will compare the number of cars leaving the crest in each cut with the number reaching the coupling point, to make certain there were no mishaps enroute. If, for any reason, a car goes to the wrong track, the computer will "tell" key personnel where it went and where it should have gone.

• The computer will "remember" the order of the cars on each track (including any misrouted) and will be able to produce a list giving each car's initial, number and type, its gross or net weight and its destination. Personnel who need this information will be able to obtain it from teletype units connected directly to the computer.

• While the cars are being classified, the engine foreman of the crew that brought the train to the crest will sit at a control panel in the crest tower. From his vantage point, he will be able to monitor the classification procedure, and — in an emergency — take manual control. If, for example, a car appears for which the computer has no card, the engine foreman will be able to "tell" the computer where to route it.

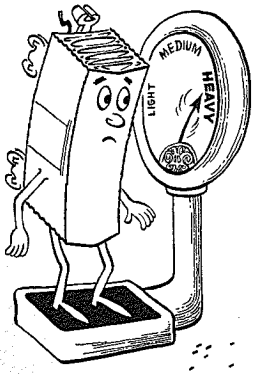
The retarder towerman will also be able to take manual control when necessary. He will be able to follow the progress of cars or groups of cars by light indications on his console, which will show in miniature the entire layout of tracks, retarders and switches. He will not have to maintain visual contact with the cars themselves.

• Light signals mounted on a standard near the crest tower will direct the engineer of the locomotive which shoves cars up to the crest. These red, green and amber light signals will also be repeated inside the locomotive cab.

• In addition to controlling car classification, the computer will also be used to produce switch lists, train tonnage data and various statistical reports.

"With the installation of this new system at Eugene," Vice President-System Operations W. D. Lamprecht points out, "We will have the most modern gravity yard in the country. And we will be able to provide faster and more dependable service — the kind it takes to keep the traffic on our lines."

As cars roll over the crest at Eugene Yard, they will be weighed automatically, and the computer will take this factor into account in "predicting" their rolling characteristics.



SP Completes Its Busiest Year

Southern Pacific put a record $208 million in capital improvements to work in 1965, as it was transporting an all-time record volume of freight.

In keeping with high business levels generally in the nation last year, Southern Pacific's gross revenues from all operations exceeded one billion dollars for the first time. Net income increased to a record $97.8 million.

These are highlights of the summary of Southern Pacific's 1965 results released January 27 by Chairman Donald J. Russell and President Benjamin F. Biaggini.

The $208 million in improvements in 1965 — up $29 million from the 1964 record — brought the total in the past 10 years to over $1.2 billion, Mr. Russell said.

"Greater efficiency of new equipment and facilities, along with careful control of costs, has enabled the railroad industry to hold the line on freight rates," Mr. Biaggini declared, "despite increased material and labor costs.

"In fact, the average railroad freight rate paid by shippers today is 14 per cent lower than in 1958, notwithstanding an increase of more than 23 per cent in our average hourly wage payments during the same period," he added.

Low rates, the new large-capacity equipment, and a banner year for business in general combined in 1965 to give American railroads their busiest freight traffic year since World War II, and SP its busiest ever.

Southern Pacific's revenues from railway operations were $897 million, an increase of $58 million, or 7 per cent, over those for 1964. Revenues of SP's subsidiary trucking and pipe line operations also increased.

Major freight traffic gains were recorded for automobiles, iron and steel products, and other manufactured goods, as well as mine products.

Net income from all operations in 1965 was $97,795,748, or $3.60 a share, as compared with $95,086,142, or $3.50 a share, in the preceding year. Excluding federal income tax reductions resulting from accelerated depreciation, net income was $85,871,509, or $3.16 a share, as compared with $79,302,982, or $2.92 a share.

"Our substantial program of providing new equipment desired by shippers will continue this year," Mr. Russell promised.

Employe Club Plans Mexico Tour

For approximately $415 you can enjoy a memorable 15-day vacation in colorful Mexico this year, sponsored by the Southern Pacific Club of San Francisco.

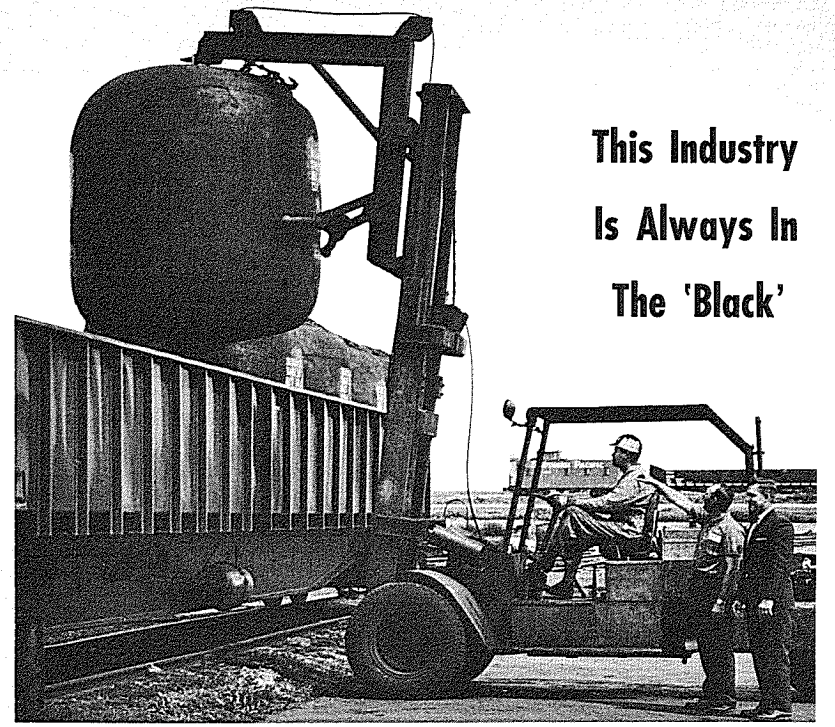
Employes and families of SP or any of its subsidiaries are eligible to join the tour which will leave San Francisco by jet airplane on May 15, returning on May 29.

Vacationers will swim, fish, shop, "fiesta" and "siesta," party, go to bull fights and famous churches in Guadalajara, Mexico City, Taxco and Acapulco.

The tour price includes everything except meals in Mexico City and Guadalajara, and personal expenditures.

For further details, contact Harry Kaufmann, Room 311, 65 Market Street, San Francisco. His extension is 21065.

This Industry Is Always In The 'Black'



Seald-bin of carbon black is loaded into special gondola at United Carbon Company's Aransas Pass, Texas, plant. Standing beside loader are United Carbon Shipping Foreman Walter W. Lassiter (pointing) and TF&PA W. E. Perriraz, headquartered at Corpus Christi.

A FINE BLACK powder makes your automobile tires wear better and serves as an important element in such diverse products as ink, mascara, bowling balls and licorice candy.

Called carbon black, this powder is manufactured in some 30 plants in the United States, and Southern Pacific serves 11 of them in Texas, Louisiana and California.

"About half of the industry's output comes from the Gulf Coast area," says Geo. E. Miller, SP's general traffic manager at Houston. "From here the product is shipped in bulk and bags all over the country."

History records the use of carbon black in ancient times to make inks and paints. The Chinese produced it by burning oil, holding a ceramic plate over the flame, and scraping off the deposited "black."

Today the product is still made from oil. The industry consumes over 10 million barrels a year in producing more than two billion pounds of carbon black. And one of today's manufacturing processes is essentially a copy of the ancient method. A more sophisticated process uses high temperatures to crack oil in a reactor. The oil breaks down and forms particles which are carried off in the stream of combustion gases. These particles are then cooled, collected, pulverized and pelleted.

Carbon black is so fine that four million grains of it can be heaped on a single penny. Pelleting makes it easier to handle, package and ship. The size of the product's particles generally determines its price: the larger the particle, the lower the sales price.

About 95% of the industry's output goes into tires. Carbon black serves as a reinforcing agent for rubber, greatly increasing tire life. Each automobile tire contains about five pounds of the "black." The remainder of the industry's output is used as a coloring agent by a wide range of manufacturers.

Over half of the carbon black shipped via Southern Pacific moves in bulk form in big covered hopper cars, which carry an average of 85,000 pounds of the product; in Seald bins (huge rubber bags, which hold up to 8,500 pounds of "black"); and in Tote bins (rectangular containers, which are somewhat smaller than the Sealds). Special gondola cars with rounded ends carry up to ten of the Seald bins.

"Incentive rates on this traffic encourage shippers to load cars as heavily as possible," Miller points out.

When carbon black is shipped in bags, the loads are "unitized" — that is, the bags are glued together in units of 40 to 60 bags to facilitate handling and prevent transit damage.

The carbon black industry industry stresses research, and its scientists and technicians are constantly seeking ways to improve the product and find new uses for it.▲

DF&PA F. H. Moses, right, confers with A. E. Stricker, plant manager of Continental Carbon Company's plant on the Buttonwillow Branch near Bakersfield, Calif. The plant is one of 11 carbon black plants served by SP in 3 states.



Curtin Elected Head of SP Club

At the 42nd annual Representatives Dinner, held at The Village in San Francisco on January 19, Jack Curtin was named to the presidency of the Southern Pacific Club, succeeding Harry Kaufmann who served in that capacity for two consecutive years.



JACK CURTIN

L. E. Hoyt, assistant to the president, was the principal speaker at the steak dinner, attended by club representatives and officers from the Bay Area.

Dorothy McDougall, who was named executive vice president of the club for 1966, was master of ceremonies.

Other officers elected by the SP Club board of governors were Dorothy Turner, vice president-socials; Louis Lotti, vice president-athletics; Susan Vasconcellos, secretary; and Kay Vintin, treasurer.

Members of the board of directors include Earl Andreen, Bert Atkins, Jack Bernard, Tonie Dahler, Eleanor Fornbacher, Enso Giannini, Gary Heard, William Hixon, Anne Impola, Harry Kaufmann, Lola McCreary, Hugh O'Neil, Maurice Parker, Barbara Pell, Eleanor Schmitt and Ed Williams.

Piggyback Growth

During 1965, railroad piggyback kept more than two million truck-trailer movements off the nation's crowded highways — an increase of 15.8% over 1964.

Nearly 140,000 trailers rode piggyback on SP lines last year. In addition, the railroad handled nearly 50,000 carloads of new autos and trucks aboard multi-level cars. SP's piggyback and multi-level business increased about 20% over 1964.

Piggyback now accounts for 3.5% of total railroad carloadings and is equivalent to around 10% of intercity freight volume still moving over the highways.

Prospects are bright, according to rail traffic men, for further swift growth in 1966.

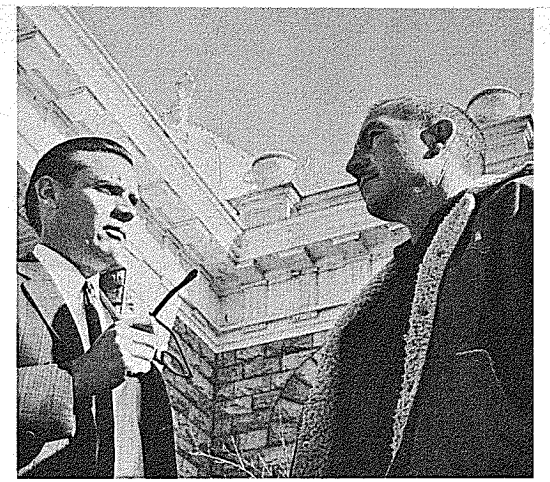


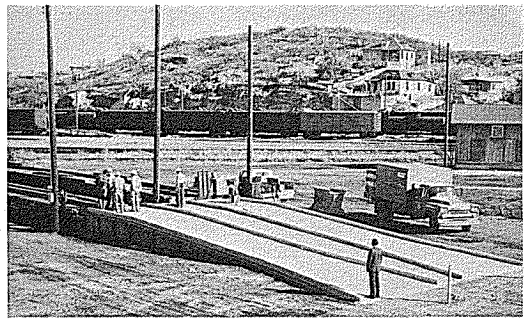
Featured speaker at the annual SP Club representatives dinner in San Francisco was Asst. to the President L. E. Hoyt, standing. Others, l-r, are Mrs. Dorothy McDougall, master of ceremonies; Harry Kaufmann, outgoing club president; and J. W. Corbett, retired vice president, system operations.

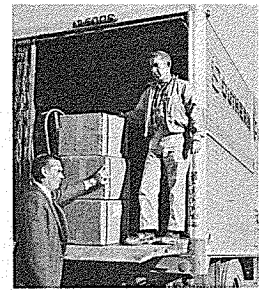
Drury Gets Traffic Post

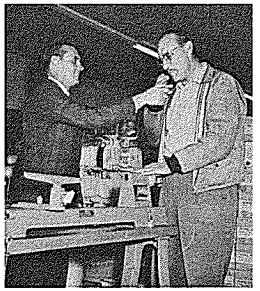
M. F. (Bud) Drury, special assistant to the traffic manager of Southwestern Transportation and Southern Pacific Transport companies, has been appointed traffic manager of those two companies, with headquarters at Dallas, Texas, succeeding W. R. Staggs, who retired after 35 years of service.

Drury, a graduate of the Kentucky Institute of Aeronautics, joined Southwestern Transportation Company in 1949 as terminal manager in St. Louis, Missouri, after working in various capacities in the motor carrier field since 1937.









TOP: PMT Traffic and Sales Representative F. J. (Phil) Baffert, left, a member of the Santa Cruz County (Ariz.) Board of Supervisors, talks over upcoming legislation with Robert Hathaway, state senator from Nogales. CENTER: Baffert looks over the Company's new concrete piggyback ramp at Nogales. LOWER LEFT: Baffert and PMT's Nogales Foreman S. V. Garcia discuss incoming shipment. LOWER RIGHT: The PMT traffic man lights cigarette for Davis Karam, owner of Commercial Distributor Co.

PMT's Phil Baffert:

Businessman and Civic Leader

THE STONE-PILLARED Court House of Santa Cruz County, Arizona, rises like an acropolis from the tallest hill in Nogales.

Before entering this imposing structure, a slender, dark-haired man pauses to gaze at a panorama he's loved since childhood. The brilliant winter morning sun touches with splendor the rooftops of the sister towns, the Nogales of Arizona and the Nogales of Mexico. From this height, he can barely see the glint of the token wire fence that separates the two towns, the two countries, the two cultures.

F. J. "Phil" Baffert looks on all this with a curiously proprietary air, both as a businessman and as a civic leader. He is a traffic and sales representative for Pacific Motor Trucking Company. He is also a member of the Santa Cruz County Board of Supervisors.

Baffert joins his fellow supervisors, Camilo Ahumada and Norman C. Hale in their Court House meeting rooms. Then, on to the business of the county, disposing in rapid-fire order of the numerous items on the agenda, and finally signing the necessary documents.

After lunch in the famed Cavern restaurant across the border, Supervisor Baffert returns to devote his full attention to PMT matters.

He calls on Nogales shippers,



Members of the Santa Cruz County (Ariz.) Board of Supervisors inspect school crossing sign. They are, l-r, Camilo Ahumada, Phil Baffert of PMT (Nogales) and Norman C. Hale.

checks on incoming loads, makes phone contacts, visits the new Southern Pacific piggyback ramp.

Much of the business generated in the territory is new to PMT and SP. D. D. O'Connor, Eastern District manager for PMT, Phoenix, declares: "We're handling commodities we've never handled before out of the Arizona gateways from Mexico, thanks to the energy and resourcefulness of the SP-PMT team, of which Phil Baffert is a valuable member."

Take shrimp. Frozen shrimp used to move from Mexico's west coast through Nogales by competitors' highway equipment. Now, considerable quantities are traveling both by SP piggyback and by PMT.

Too, increasing numbers of PFE trailers are carrying tomatoes, cucumbers, bell peppers, string beans and other vegetables out of Mexico.

The beauty of this Mexican traffic, O'Connor points out, is that it allows SP and PMT to extend the use of expensive PFE refrigerator trailers. After working through the American summertime harvest season, the trailers can keep busy handling Mexico's winter crops. "Here's an example of the Company's car utilization program at its best," the PMT district manager asserts.

Baffert was born and reared in Nogales, the son of the late P. E. "Pete" Baffert, Southern Pacific terminal superintendent from 1929 to 1951. He served as a second lieutenant in the U.S. Infantry. Earlier, he took a bachelor of arts degree in business administration at Woodbury College, Los Angeles. It was at Woodbury that he met his attractive wife, Elaine. The Bafferts have six children, the eldest a boy, 14.

As a young man in high school, Baffert helped unload box cars at the Nogales terminal before dawn each day. He joined Pacific Motor Trucking Company at Tucson in 1959 as a PUD (pickup and delivery) driver. He still travels almost as much as a truck driver does: Mondays, Nogales; Tuesdays and Wednesdays, Tucson; Thursdays and Fridays, Bisbee, Douglas and Agua Prieta.

"You might call it a busy life," the businessman-civic leader concedes, but like many other SP and PMT people who wear these two "hats," he wouldn't want it any other way.

SP Seeks to Trim Its Passenger Losses

To ease its heavy losses on two trains operating between the San Francisco Bay Area and Los Angeles, SP has asked the California Public Utilities Commission for permission to discontinue the overnight LARK and to end train service south of Bakersfield on the San Joaquin DAYLIGHT.

The 55-year-old LARK was once a luxurious, all-Pullman train carrying 300 people nightly. Now it carries about 90 passengers per night. For the first 11 months of 1965, it produced an out-of-pocket loss to SP of $993,683.

"Businessmen, commuting overnight between the two cities, were once the mainstay of the LARK's business. Now these same businessmen fly the distance almost as fast as they commute home at night, while we still have to take all night for the trip," SP Passenger Traffic Manager Gordon Crocket explains.

Citing the fact that air travel between San Francisco and Los Angeles has tripled in the past decade, reaching 2.8 million passengers per year in 1965, Crocket says, "We just can't offer the busy businessman the speed he demands to carry out his activities. And without the businessman-commuter, there simply isn't any function for the LARK to serve."

SP proposes to operate the San Joaquin DAYLIGHT only between the Bay Area and Bakersfield with connecting bus service to and from Los Angeles. This will cut approximately two hours from the 11-hour-and-45-minute through train schedule.

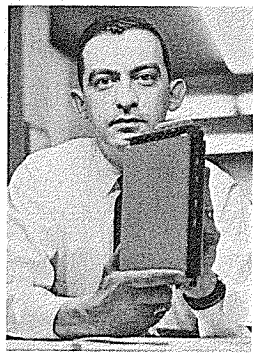
The arrangement, Crocket says, will not only speed service for San Joaquin DAYLIGHT passengers, but will reduce SP's present annual loss, incurred by operating the train, from $1,048,000 to about $730,000.

Bewley to Tax Agent

J. T. (Ted) Bewley has been named tax agent, with headquarters at Los Angeles.

A native of Canada, Bewley has been with SP since 1946 when he began his career in the Real Estate Department at San Francisco. He transferred to the Tax Department in 1947 and was promoted to assistant tax agent in Los Angeles in 1957.

SP Man Invents Telephone Device



Ray Gelinas, asst. communications equipment engineer, San Francisco, displays his invention, a one-pound telephone signaling unit.

A bright young railroader doodling with pencil and paper at home in the evenings has come up with an ingenious new concept in the field of communications.

Ray Gelinas, assistant communications equipment engineer at San Francisco, has designed a lightweight two-way telephone signaling unit which will eventually replace the older, heavier units around the system. (A signaling unit is the mechanism which causes the telephone to ring.)

The prototype model of the DL 100-C (for Dial Local 100-Central Office) is completely transistorized, uses a magna-reed relay, i.e., it has no moving mechanical parts, and is small enough to fit in the palm of the hand. Each unit weighs less than one pound, compared to the older units, each of which weighs 15 pounds.

The Gelinas-designed units, when produced in volume, will save valuable space — 168 of them will fit snugly into an area normally occupied by 16 of the old bulkier units.

"Not only are the units a space saver," says J. N. Albertson, general superintendent of communications, "but improvement is noted in the voice circuits."

The DL 100-C models will be manufactured by an outside concern.

Gelinas, who attended many technical schools, points out that the old signaling units consume too much power. "After we bought them we had to modify them to suit our needs," he says, "and they require considerable maintenance because of their several mechanical parts."

The new sleek signaling units will save the Company money. The current used by ten of them is equal only to that used by one flashlight bulb.

Hrncir Promoted

V. K. (Mike) Hrncir, administrative assistant to general manager at Houston since 1963, has been promoted to administrative assistant in the offices of vice president and general manager there.



V. K. HRNCIR

He began his railroad career with the former San Antonio & Aransas Pass Railway at Yoakum in 1924 and transferred to Victoria following merger of the railroad with SP. He held positions of assistant chief clerk and chief clerk there prior to being named assistant office manager in the Executive Department at Houston in 1946, at which job he worked until 1963.

Lynch Passes Away

Herbert E. Lynch, who retired as manager of system dining car operations in 1958 after 37 years with Southern Pacific, died in San Francisco on January 25 at the age of 69.

He began his railroad career as a clerk in the Transportation Department in 1921, transferred to the Dining Car Department in 1925, and was promoted to manager in 1955.

Eaves Retires

Vernon Eaves, assistant general auditor at San Francisco since 1961, retired on January 31 after a 45-year career with Southern Pacific, mostly in the Accounting Department at Houston.

In addition to his duties as assistant general auditor he also served as chief accounting officer for several subsidiary companies, including Southern Pacific Pipe Lines, Inc., and Northwestern Pacific.



VERNON EAVES

He began his career in Disbursements Accounts at Houston in 1920, and he was named assistant to auditor in 1955. In 1959 he was promoted to general auditor of SP Lines in Texas and Louisiana, the position he held until moving to San Francisco as assistant general auditor two years later.

PMT Pulls Float

PMT furnished a tractor to pull Project Concern's float in the Chinese New Year Parade January 29 in San Francisco.

Project Concern, sponsored by the International Jaycees, is an organization which supports two hospitals in Hong Kong and one hospital in the remote mountain areas of Viet Nam. It also trains village medical officers.

the SP Bulletin BOARD

Congratulations to: **T. L. Chess,** retired general passenger agent, elected chairman of the San Mateo County (Calif.) Board of Supervisors; **E. J. LeBlanc,** district sales manager for Southern Pacific Transport Company at Avondale, La., re-elected president of the Louisiana Motor Freight Bureau for the fifth consecutive time; **W. D. Longmore,** DF&PA, Medford, Ore., elected president of the Board of Trustees of the Public Library of Medford and Jackson County; and **V. L. Arenth,** traffic manager, Los Angeles, elected a director of the Los Angeles Chamber of Commerce for 1966.

H. M. Robles, systems associate, Systems Research office in San Francisco, is a member of the Alameda County (Calif.) Committee for the Prevention of Juvenile Delinquency. This 18-member group, appointed by an Alameda Juvenile Court judge, serves in an advisory capacity, gathering suggestions and ideas from community groups and the general public on ways and means to prevent juvenile delinquency in the county.

P. B. Warren, also a systems associate at San Francisco, was recently awarded a San Francisco Junior Chamber of Commerce Presidential Award of Honor for his service during 1965 as editor of the group's weekly newspaper. He is currently a member of the Jaycee public relations committee.

The Los Angeles chapter of the National Association of Railway Business Women recently presented a cash gift to the Hemophilia Foundation and a tape recorder to the Braille Institute. Presentation was made by **Mrs. Grace Sandschulte,** recently retired head clerk in the superintendent's office at Los Angeles, who is the chapter's welfare chairman.

Some 25 youngsters at the Arizona Children's Home enjoyed a gala Christmas party arranged through the joint efforts of SP'ers in the Tucson Division Engineer's Office and members of the local chapter of the National Association of Railway Business Women.

Mrs. E. J. Erath, wife of SP's assistant district freight and passenger agent at New Orleans, has been elected president of the New Orleans Club Wives.

E. C. Willson, agent at Susanville, Calif., was driving through mountain country not long ago when five deer jumped from a bluff to cross the highway. Two of the herd landed on his car, one of them going through the roof. Both deer were killed, and the car wrecked beyond repair. Willson, who was wearing a seat belt, was uninjured.

Bill Knoblauch, train clerk at Gerber, Calif., has published a book of poems entitled "Pioneer Sunday Schools", describing Sunday schools in the rural areas of Northern California.

The San Francisco Section of the American Society of Civil Engineers selected "Northern California Flood Rehabilitation Work" (including restoration of the Northwestern Pacific) as its nomination for the national "Outstanding Civil Engineering Achievement of the Year" award.

B. F. Straughan, supervisor of port terminal operations at Houston and a lieutenant colonel in the U.S. Army Reserve, has been awarded an Army Commendation Medal for meritorious service rendered while commanding the SP-sponsored 719th Transportation Battalion (Railway Operating) from July 1, 1962 to December 31, 1965. The unit, last of the Company-sponsored reserve battalions, was recently deactivated.

Calling All Hams

SP radio amateurs (ham operators) in the Los Angeles area are compiling a roster of all employes who hold amateur radio licenses from the Federal Communications Commission.

Anyone employed by or retired from SP or any of its affiliates is invited to submit his name, if eligible. So far the hard-working Los Angeles group has 84 names, and is striving for a 250-name roster, system-wide.

B. A. Sherman (K6PTF), ticket seller at Alhambra, is in charge of the project. He requests that SP amateurs write to him at 179 No. Sunkist Ave., West Covina, California, giving their call, address, and occupation for insertion in the roster.

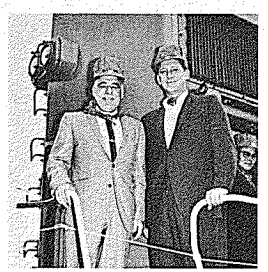
When completed, the roster will be offered to key company officials around the system so they may call on those listed to assist in any emergency where normal communications have failed.

Goodson Dies at Houston

A. J. Goodson, manager of data processing at Houston since 1962, died on January 24 following a stroke suffered during the Christmas holidays. He began his railroad career as a messenger in the Accounting Department at Houston in 1917.

Beebe Dies at 63

Lucius Beebe, noted historian, columnist and author of many books on railroad subjects, including "The Central Pacific and the Southern Pacific Railroads", passed away suddenly in his Hillsborough, Calif., home on February 4. He was 63.





Railroaders for the day at the San Antonio Division safety meeting included Congressman Henry B. Gonzalez, left, shown with Supt. J. D. Ramsey, and Charles McColley, 5, right, son of Electrician C. A. McColley.

Giant Safety Meeting in San Antonio

More than 2,000 employes of San Antonio Division and their families attended a giant Open House and Safety Meeting held recently at the Southern Pacific depot in San Antonio.

On display at the depot were a locomotive, caboose, passenger coach, business car and other railway equipment, each set up with safety steps and safety ropes so that guests of the Company could examine them thoroughly.

Ninety local chairmen, employes and officers and their wives hosted the affair and conducted the various programs.

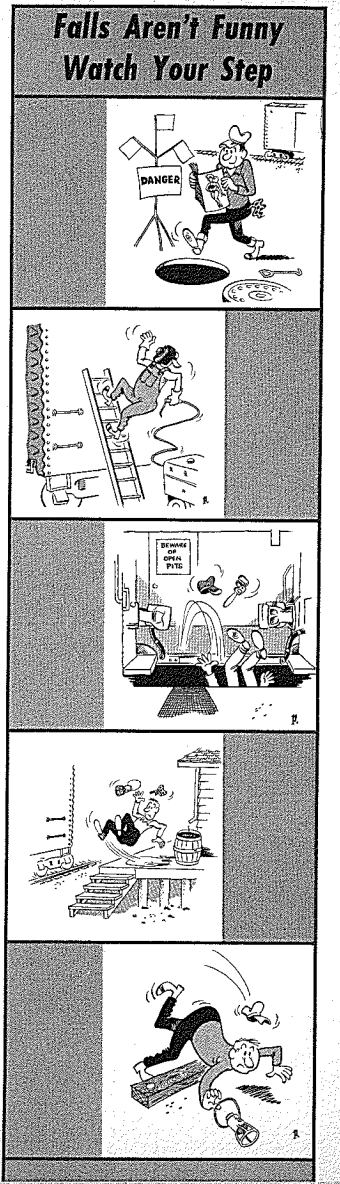
President's Safety Awards

The Dallas Division is the winner of three President's Awards for having had the finest major departmental safety record during 1965 in three categories: transportation, maintenance of way, and all employes.

Other winners of the coveted award in their respective categories are: the Lafayette Division's Mechanical Department; Sacramento General Shops, the Purchases & Stores Department's Eastern District, and the Dining Car Department's Southern District.

Hard Hats Save Heads

Hard hats recently saved two Oregon Division employes from serious injuries. A. L. Knowles, pipefitter, Eugene Roundhouse, was struck on the head with a heavy 18-inch pipe wrench when it slipped from the pipe, damaging his hat, but not his head. T. S. Hannigan, B&B gang foreman, was hit on the head by a concrete form that slipped from its rope sling while being lowered into place. The impact tumbled him down a hill, but Hannigan escaped with bruises from the accident which could have been fatal had he not been wearing his hard hat.



Appointments

ENGINEERING DEPARTMENT: **Robert J. Vaughn,** to office engineer, **Wyman Johe,** to chief draftsman, both in San Francisco; **K. L. McCormick,** to senior assistant bridge and building supervisor, Portland.

TRANSPORTATION DEPARTMENT: **M. A. Tyndall,** to supervisor of car service, Los Angeles; **R. W. Wolfe,** to supervisor of car service, San Francisco.

Retirements

DALLAS DIVISION: **John J. Colson,** extra gang foreman; **Grady M. Russell,** switchman; **Elijah Spriggs,** track laborer; **Robert W. Cabaniss,** car inspector; **Bruno M. Villareal,** track laborer.

HOUSTON DIVISION AND SHOPS: **Wilfred Sam,** extra gang foreman; **Oscar C. Gregory,** laborer; **Melichi Hargrove,** track laborer; **Earl F. Johnson,** brakeman; **Robert L. Ray,** blacksmith helper; **Alfred Upson, Jr.,** track laborer; **Foster Wiley,** stevedore; **David L. Word,** carman; **Wyatt M. Sellers,** locomotive engineer.

LAFAYETTE DIVISION: **Louis E. Connolly,** car foreman; **Dennis J. Miguez,** B&B carpenter; **William T. Barry,** yard clerk; **Thomas A. Bays,** switchman; **Joseph Cooper,** laborer; **Vernon L. Weeks,** car inspector.

LOS ANGELES DIVISION AND SHOPS: **Levi C. Anderson,** carman; **Robert M. Angier,** assistant engineer; **Ronald B. Snedaker,** conductor; **Jack S. Stevens,** assistant chief clerk; **Frank W. Zilbert,** locomotive engineer; **Leota S. Allen,** steno-clerk; **Harris A. Collins,** coach cleaner; **George D. Dalton,** boilermaker; **John W. Elchlepp,** chief car clerk; **Roy E. Mock,** electrician; **Alger B. Owens,** crossing watchman; **Grace M. Saddschulte,** clerk; **Bert J. Smith,** track laborer; **Ernest D. Wankier,** carman; **Roscoe H. Albers,** freight claim inspector; **George J. Gould,** switchman; **Sherman S. Hill,** clerk; **Charles C. Miller,** machinist-welder; **George E. Orr,** blacksmith foreman; **Thomas H. Pugh,** freight handler; **Randolph E. Shine,** messenger.

OREGON DIVISION: **Joseph R. Marks,** conductor; **William B. Tate,** conductor; **S. M. Billington,** conductor; **Joseph H. Bowden,** agent; **Albert H. Carter,** conductor; **Burton M. Cook,** chief clerk; **Frank G. Cozine,** car inspector; **Frank A. Enloe,** car inspector; **Charles M. Foree,** extra gang foreman; **Arthur D. Hurd,** conductor; **Kate E. Lee,** laborer; **Charles F. Powers,** brakeman; **A. W. Sorg,** assistant chief train dispatcher; **Austin E. Barker,** carman; **John D. Brand,** track laborer; **Leonard S. Brownell,** assistant foreman, maintenance of way; **Barak D. Gibson,** bridge & building assistant foreman; **Donald S. Milne,** car inspector; **LeRoy Oleson,** extra gang foreman; **C. V. Searles,** carman; **James T. Tucker,** locomotive engineer; **Louis F. Waske,** carpenter; **Floyd Zentner,** carpenter.

SACRAMENTO DIVISION AND SHOPS: **Albert W. Henderson,** conductor; **Jerome B. Read,** clerk; **Roosevelt Sparks,** laborer; **Margarito Chavez,** section laborer; **Manuel N. DaCosta,** carman; **Juan Delgado,** section laborer; **Edward P. Giesser,** lathe operator; **Gertrude A. Granger,** trainmaster's clerk; **Ernest L. Gully,** foreman; **Harry L. Hanger,** machinist; **George W. Huber,** conductor; **Alfred R. Hughes, Jr.,** freight carman; **LeRoy J. James,** bridge & building foreman; **Selso Aguirre,** track laborer; **A. H. Albee,** locomotive engineer; **Raymond G. Bartlett,** boilermaker; **Harold E. Bradford,** agent; **C. D. Daniel,** mail handler; **Candido T. Flores,** extra gang laborer; **Stanley P. Geegan,** brakeman; **John W. Morton,** locomotive engineer; **James E. Page,** conductor; **Domenick S. Perry,** passenger carman; **Jack Ponta,** laborer; **Noble R. Robinson,** bridge & building foreman; **Jose D. Rodriguez,** laborer.

SAN ANTONIO DIVISION: **Miguel Riojas,** B&B mechanic; **Wilson H. Carleton,** agent-telegrapher; **E. W. Meeks,** locomotive engineer; **Jewell W. Stead,** clerk; **Joseph W. Thomas,** section foreman; **Ted R. Vaughan,** locomotive engineer.

SAN JOAQUIN DIVISION: **Evald E. Anderson,** locomotive engineer; **George E. Fuller,** machinist; **Delbert E. Howe,** signalman; **Homer S. Brown,** printer machine operator; **Ernest E. Jones,** switchman; **H. L. McBride,** B&B carpenter helper; **Charles M. Weaver,** conductor.

TUCSON DIVISION: **Harry E. Buchanan,** locomotive engineer; **Daniel E. Delaney,** machinist; **Juan Estrella,** extra gang laborer; **Raymond K. Kent,** brakeman; **Pedro R. Lopez,** track laborer; **Jose C. Martinez,** janitor; **Ambrocio Melendez,** track laborer; **Murl C. Van Tassel,** car inspector; **Jose A. Brito,** car inspector; **Sostenes Gomez,** section laborer; **Guy E. Porter,** chief engine crew dispatcher; **F. F. Flore,** switchman; **Noel Bernard,** car inspector; **Bernardino D. Carrion,** carpenter; **Elvan B. Christy,** switchman; **Francis A. Farley,** wire chief; **Camilo S. Franco,** section foreman; **Edwin Y. Kimmins,** signal maintainer.

WESTERN DIVISION: **Joseph A. Brennan,** switchman; **Ralph G. Curry,** ticket clerk; **Frank F. Francisconi,** crossing watchman; **James B. Hester,** receiving and shipping clerk; **James I. Livingston,** locomotive engineer; **Ernest Martin,** carman; **Trineo Ojeda,** track laborer; **Edward W. Oram,** painter; **Gregorius P. Stokx,** extra gang foreman; **William E. Storrs,** locomotive engineer; **Jose Talamantes,** track laborer; **Hugh Curry,** switch foreman; **Laurence H. Garrett,** signal operator; **Albert G. Herman,** laborer; **Edward L. McCutcheon,** brakeman; **Mearl Seward,** assistant mail and baggage handler; **Arthur H. Sherman,** yardmaster; **Willard C. Stormont,** switchman; **Ivery H. Young,** red cap and station porter; **Blanche H. Anson,** clerk; **Lyle C. Bacon,** conductor; **Harold D. Brown,** assistant engineer; **James W. Butler,** mail & baggage handler; **James A. Gnesa,** water service mechanic; **William J. Hodgson,** electrician; **William F. Jett,** locomotive engineer; **Benjamin Kessler,** sheetmetal worker; **Charles H. Lansdale,** conductor; **Frank J. Malatesta,** boilermaker; **Frank B. Mitchell,** locomotive engineer; **Fidencio Morales,** track laborer; **Elmer G. Norton,** conductor; **Francisco Padilla,** grinder operator; **William A. Paul,** cashier; **Ivan E. Schick,** clerk; **Rome Tamaresis,** carman; **Frank Tarantino,** carman; **Herbert L. Taylor,** agent.

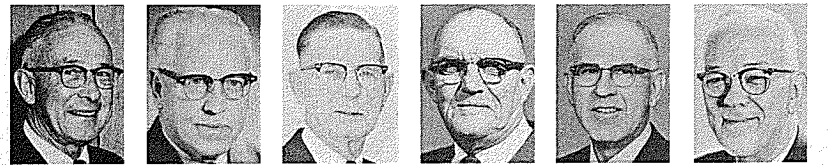
Deaths

DALLAS DIVISION: Pensioners: **Grover C. Wilcox,** carman; **August W. Zimmerman,** extra gang laborer.

HOUSTON DIVISION AND SHOPS: Pensioners: **Henry T. Melton,** chief dispatcher; **Joe Cole,** stevedore; **Paul Surgi, Sr.,** painter; **Winzell Perry,** laborer; **Clarence W. Ellis, Sr.,** car inspector.

LAFAYETTE DIVISION: Pensioners: **Rene J. Mouton,** lead inspector; **Elmo E. Keenan,** conductor; **James Roberts,** conductor.

Completing long careers recently were, L-R: H. E. Freeman, DF&PA, Anaheim, Calif., 36 years; L. H. Hollamon, assistant auditor, Revenue Accounts, San Francisco, 47 years; D. F. Mallory, agent, PFE Company, Dallas, Texas, 41 years; P. J. Neely, roadmaster, Houston, 41 years; J. D. Tingle, TF&PA, Waco, Texas, 42 years; and J. M. Halliday, assistant manager, Data Processing, San Francisco, 46 years.



LOS ANGELES DIVISION AND SHOPS: **J. W. Casler**, machinist; **P. A. Christensen**, conductor; **B. D. Fowler**, water service mechanic; **C. P. Lambertson**, switchman; **L. A. Little**, electrician; **J. E. Norton**, locomotive engineer; **H. J. Burkelo**, water service mechanic. Pensioners: **Rito Orosco**, stevedore; **Joseph F. Craven**, conductor; **Sebastian J. Luscano**, track laborer; **George J. McMorris**, yard clerk; **Michael J. Mullin**, section stockman; **Lucas M. Garcia**, machinist.

OREGON DIVISION: **L. A. Cailloutte**, clerk; **W. D. Galloway, Jr.**, switchman. Pensioners: **Walter W. Mickel**, carpenter; **John A. Thompson**, conductor; **Alfred Olson**, freight car builder; **Orville M. Gibson**, switchman; **George W. Scrivner**, laborer; **Emerson R. Blair**, pipefitter; **Guy W. Johnson**, machinist; **Frank M. Powell**, section foreman; **August F. Rauch**, freight carman; **Raymond R. Reif**, brakeman.

SACRAMENTO DIVISION AND SHOPS: **M. Flowers**, carman; **I. Kirby**, locomotive engineer; **J. A. York**, electrician helper. Pensioners: **Albert J. Miller**, clerk; **Ross C. Briscoe**, check clerk; **Harold L. Hood**, brakeman; **Ward Evans**, locomotive carpenter; **Chris J. Wolfe**, locomotive engineer; **James F. Green**, conductor; **G. L. Ashley**, upholsterer helper; **Ray H. Rechter**, conductor; **Joseph L. Mehling**, car foreman; **Rudolph W. Lamme**, electrician; **Giuseppi Giannini**, section laborer.

SAN ANTONIO DIVISION: Pensioners: **Thomas M. Carter**, conductor; **Fred O. McReynolds**, locomotive fireman; **Charles S. Mergenthaler**, section foreman; **Catarino Montoya**, laborer.

SAN JOAQUIN DIVISION: **D. Rosales**, lift truck operator. Pensioners: **George W. Small**, car oiler; **John A. Haney**, motor car mechanic.

TUCSON DIVISION: Pensioners: **Fred W. Johnson**, laborer; **James O. Brown**, locomotive engineer; **William F. Travis**, clerk; **Charles E. Conrad**, clerk; **Esteban Dominquez**, track laborer; **Miles R. Watt**, assistant signal supervisor; **Anthony Strope**, conductor; **Luis Galaz**, track laborer; **Luis Y. Valenzuela**, supplyman; **George O. Morgan**, bridge & building carpenter; **Julio Muller**, carman.

WESTERN DIVISION: **J. R. Clark**, yardmaster; **P. M. Cox**, clerk; **E. M. Kelleher**, clerk; **C. E. Malone**, switchman; **J. Martinez**, clerk; **F. H. Pinarcik**, carman; **R. Swain**, clerk; **C. A. Talbot**, locomotive engineer. Pensioners: **Charles F. Berlin**, engine watchman; **Oscar Fontano, Sr.**, electrician; **Alexander M. Morrison**, switchman; **Howard Pearson**, laborer; **Antone Caldera**, clerk; **John Hopkins**, mail foreman; **Mrs. Margaret S. Leach**, clerk; **Verner S. Mentch**, brakeman; **Herbert H. Engerman**, locomotive engineer; **Murray H. Steele**, conductor; **Hugh J. O'Donnell**, switchman; **William A. Shelvock**, chief yard clerk; **Frederick G. Matthiesen**, 1st officer, steamers; **William Henrikson**, deckhand, steamers; **Manuel A. Alves**, stationary engineer; **Charles F. Merithew**, towerman; **Jacob F. Jacobson**, machinist; **George W. Ryan**, car clerk; **Robert O. Irwin**, switchman.

Retiring After Long Service



Mrs. Elsie B. Evans, senior distribution clerk, Disbursements Accounts, San Francisco, 20 years.



O. T. Easterling, conductor, San Joaquin Division, 39 years.



M. I. Sheppeard, switchman, Houston, 39 years.



W. S. Wheeler, chief clerk, PFE District Office, Houston, 42 years.



N. E. Tilton, machinist, Houston, 40 years.



W. B. Tate, conductor, Oregon Division, 43 years.



Camilo Franco, asst. extra gang foreman, Tucson, 46 years.



Elroy Elster, special claim investigator, San Francisco, 48 years.



B. L. Ramsey, head machine operator, Data Processing, Houston, 45 years.



Howard D. Burrows, purchase order clerk, San Francisco, 47 years.



Guy E. Porter, chief enginemen's crew dispatcher, Tucson, 45 years.



Andres Sanchez, extra gang laborer, Del Rio, Texas, 35 years.



J. A. Thibeaux, conductor, Lafayette Division, 44 years.



W. E. Lewis, chief clerk, Revenue Accounts, San Francisco, 47 years.



Mrs. Dorothy G. Green, asst. chief clerk, Revenue Accounts, San Francisco, 33 years.



S. G. Domansky, mail handler, Sacramento, Calif., 40 years.

SIGN UP FOR MEDICARE

(DEADLINE — MARCH 31, 1966)

IT'S EASY AS:

A — Most people can get it at age 65 . . .
Even if still employed full time, not working, or never worked.

B — If you are 65 or over and receive a monthly Railroad Retirement annuity or Social Security benefit, you will automatically be covered by the basic hospital plan. The supplementary medical service plan is optional. It covers physicians' and surgeons' services and other medical expenses. If you want this supplementary plan, you must apply for it.

C — Even persons who have never applied for Railroad Retirement or Social Security benefits are eligible for Medicare if they are 65 or over, but they must make out an application for the basic hospital plan (as well as for the supplementary medical plan if they want that, too.)

If you are 65 or older . . . . . **APPLY NOW**

If you are under 65 . . . . . **APPLY DURING 3-MONTH PERIOD BEFORE YOUR 65TH BIRTHDAY**

BENEFITS START JULY 1, 1966

BASIC HOSPITAL BENEFITS
If age 65 before 1968 no previous work record is required.

SUPPLEMENTAL MEDICAL BENEFITS
$3.00 monthly premium.
First enrollment ends March 31, 1966.

FOR MORE DETAILED INFORMATION — CONTACT YOUR NEAREST RAILROAD RETIREMENT BOARD DISTRICT OFFICE OR MAIL THE COUPON BELOW TO THE BOARD'S NEAREST REGIONAL OFFICE.

Check boxes that apply:

SEND INFORMATION ABOUT MEDICARE ☐ I WANT SUPPLEMENTAL MEDICAL BENEFITS ☐

I AM WORKING ☐ I RECEIVE RAILROAD RETIREMENT ANNUITY ☐ I RECEIVE SOCIAL SECURITY BENEFITS ☐

DATE OF BIRTH _____ SSA NO _____

NAME (PRINT) _____

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NUMBER AND STREET CITY STATE ZIP CODE

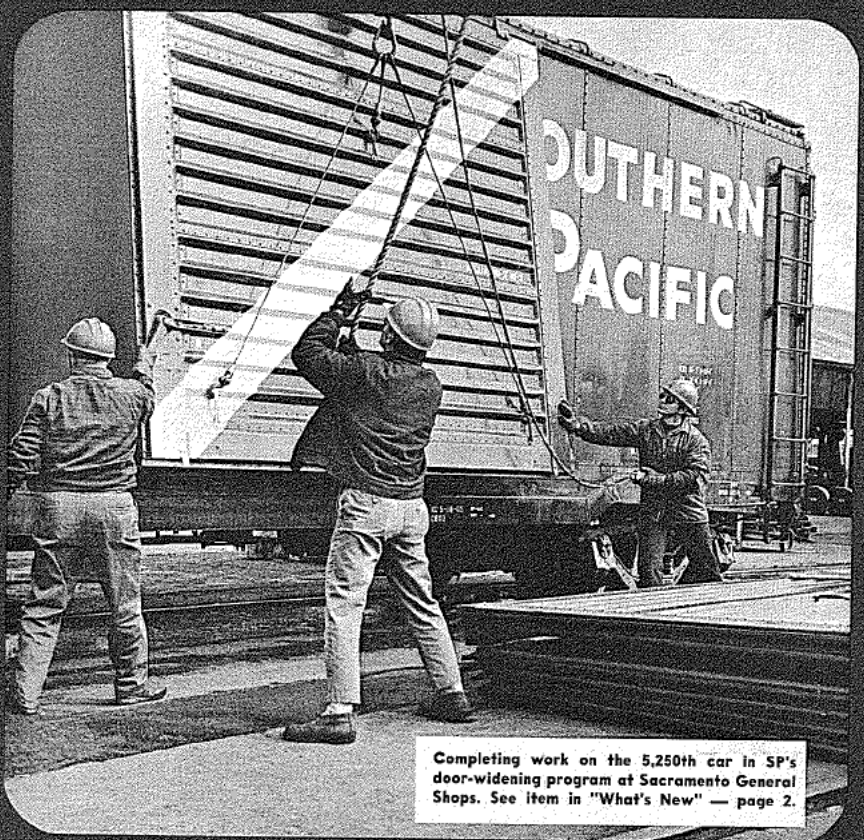
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Completing work on the 5,250th car in SP's door-widening program at Sacramento General Shops. See item in "What's New" — page 2.